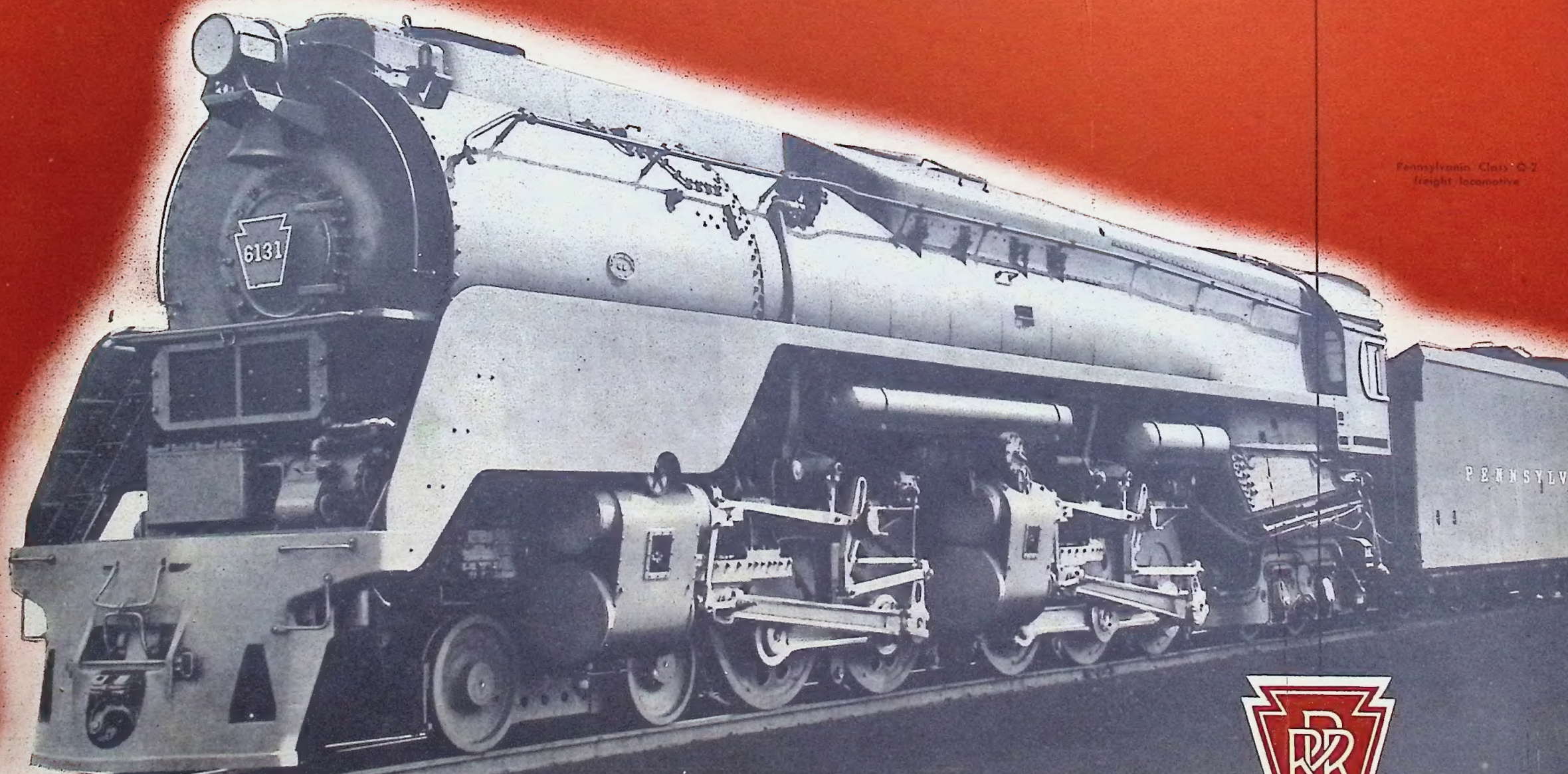
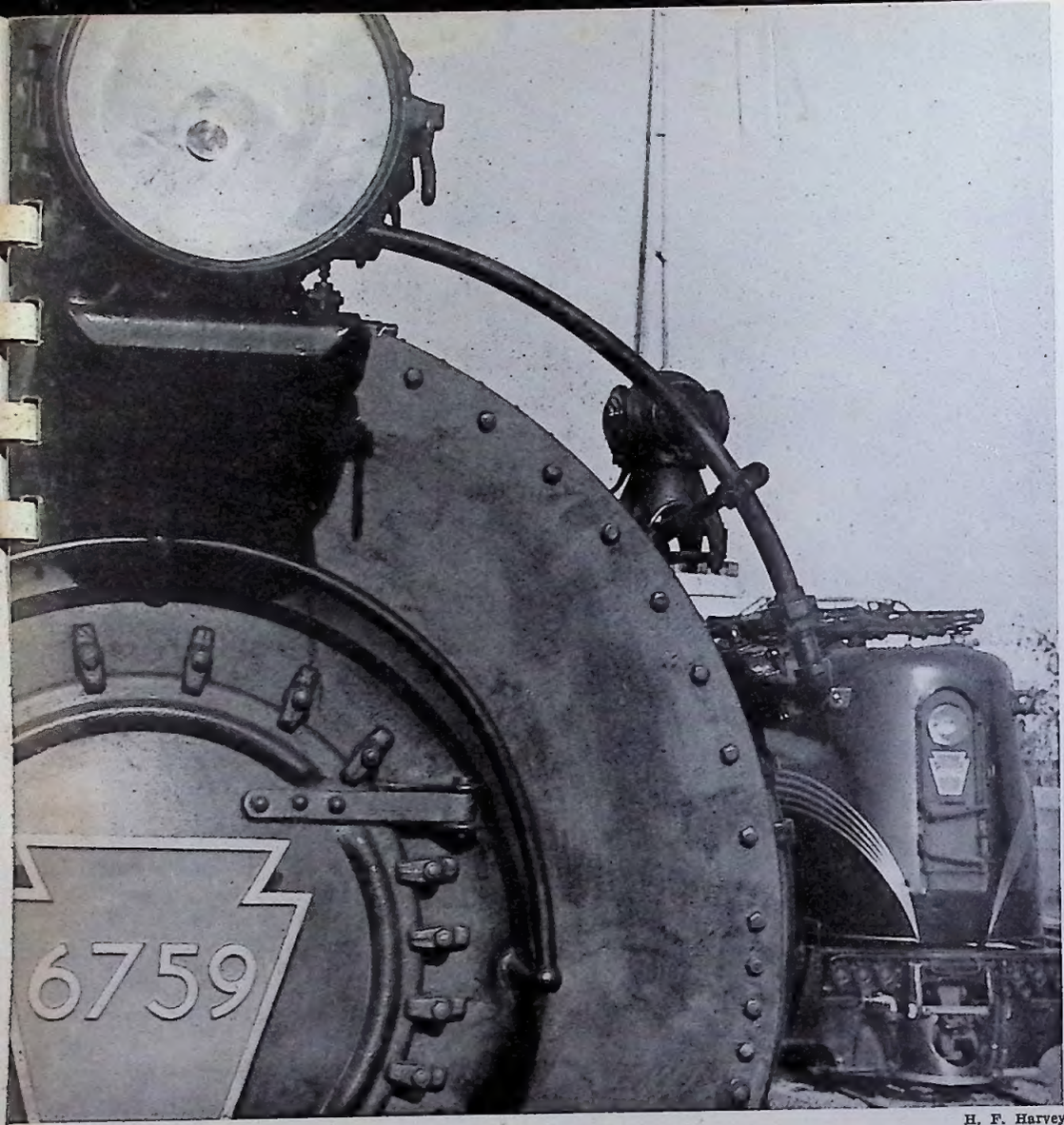
Trains Album of Photographs

PENNSYLVANIA RAILROAD



Pennsylvania Class "Q 2" freight locomotive

NUMBER 8



H. F. Harvey.

Trains' Album of Railroad Photographs

Book 8 PENNSYLVANIA RR.

Kalmbach Publishing Co.
Milwaukee 3, Wisconsin

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The Pennsylvania Railroad hauls more freight and carries more passengers than any other American railroad. While it has neither the largest mileage nor the greatest geographic spread of American railroads, its routes are strategically spun through the heart of the richest traffic-producing area. The steel mills of Pittsburgh, the warehouses of Chicago, the coal mines and industries of Pennsylvania, and the trade of New York and the north Atlantic seaboard all contribute to the endless flow of freight. A total of three billions is invested in the physical property, but so carefully invested and managed that the road has a record, unequaled in American railroading, of continuous dividend payments since 1856.

East of Pittsburgh, the Pennsylvania's main line, four tracks wide, passes in tunnels beneath the summit of the Alleghenies, follows the Juniata and Susquehanna Rivers to Harrisburg, Pa., and thence, through rich farming and industrial areas, stretches to Philadelphia and New York. Between these cities, much of the way six tracks wide, it becomes the world's busiest piece of railroad. Southward from Philadelphia, an extension of the main line reaches Baltimore and Washington, with a lateral to Norfolk, Va., via a ferry across the Chesapeake Capes. From Harrisburg an extension southward gives Washington and Baltimore a shortened line to the West. Laterals northward bring Rochester, Buffalo, Wilkes-Barre and Erie in the System. Between New York and Philadelphia trains run every hour, on the hour, and in between them are operated hourly trains between New York and Washington. Including long-distance trains, locals and suburbans, a total of 300 trains a day operates on the trackage linking New York and Washington.

The Pennsylvania's eastern seaboard lines, embracing the trackage between New York, Philadelphia, Baltimore, Washington and Harrisburg, are electrified for both passengers and freight. The freight line down the Susquehanna from Harrisburg to a connection with the Baltimore-Washington line, and the freight cut-off north of Philadelphia, are also electrified. Taken together, these lines constitute the world's greatest railroad electrification. The work of electrifying cost $150,000,000 and this large sum was expended in the acute depression of the '30's, but it was a carefully computed investment which was paid off many times in operating efficiency, and is of paramount importance now in handling an enormous volume of essential wartime traffic.

West of Pittsburgh are two principal main lines. Through trains to and from Chicago run northeasterly via Fort Wayne, with laterals to Cleveland, Toledo and Detroit. The "Panhandle," running southwesterly, reaches St. Louis through Columbus and Indianapolis, with laterals providing service to Cincinnati and Louisville.

In this album we give a photographic panorama of the Pennsylvania Railroad which cannot be complete, but which is representative. As in the other albums of this series, produced by the editors of TRAINS magazine, the photos are printed on one side of the paper so they can be easily removed for scrapbook use or for framing.

TRAINS' ALBUM OF RAILROAD PHOTOGRAPHS

Book 1—Eastern Railroads.

Book 2—Far Western Railroads.

Book 3—Midwestern Railroads.

Book 4—Colorado Railroads.

Book 5—Southern Railroads.

Book 6—New England Railroads.

Book 7—Electric Railways.

Book 8—Pennsylvania Railroad.

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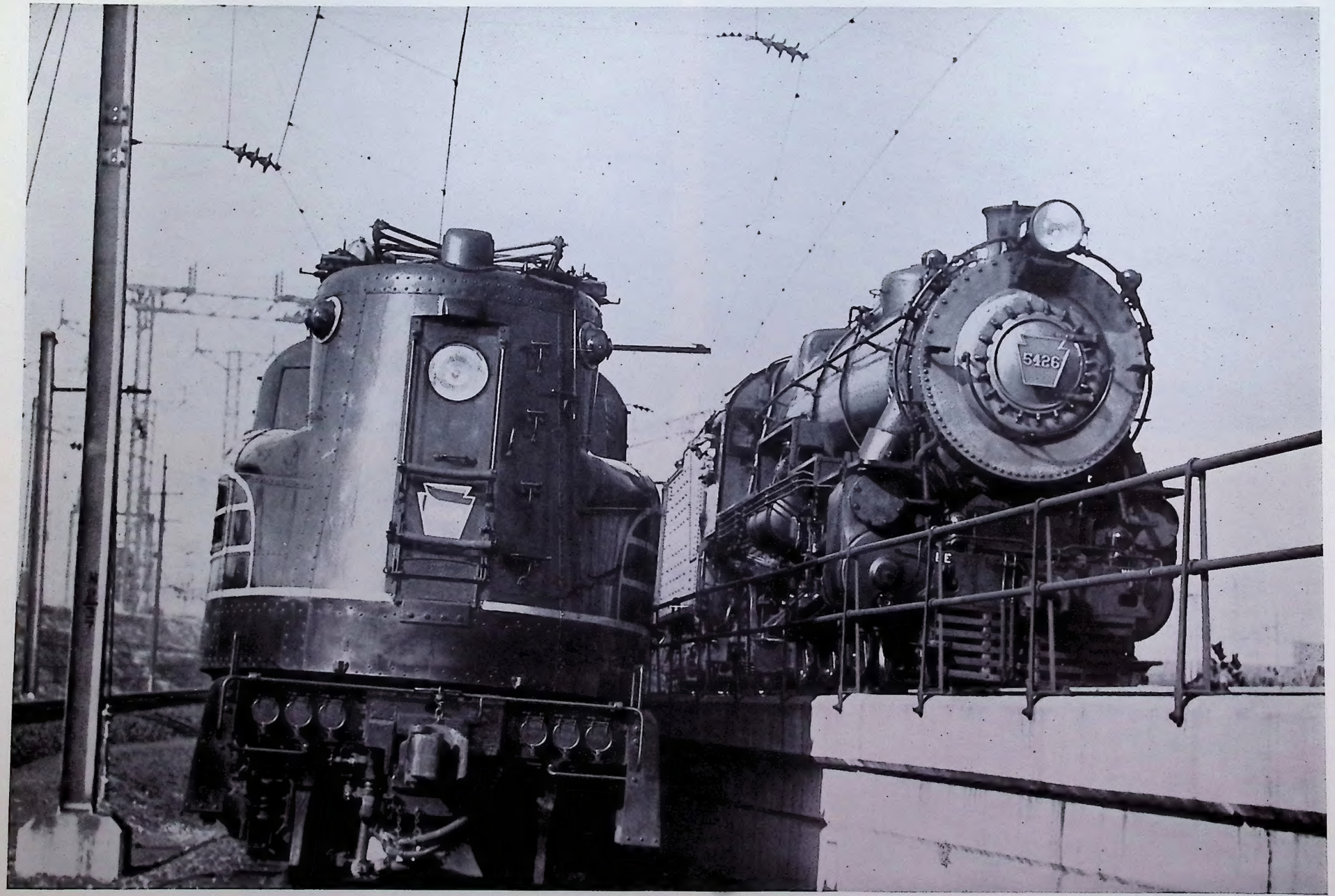
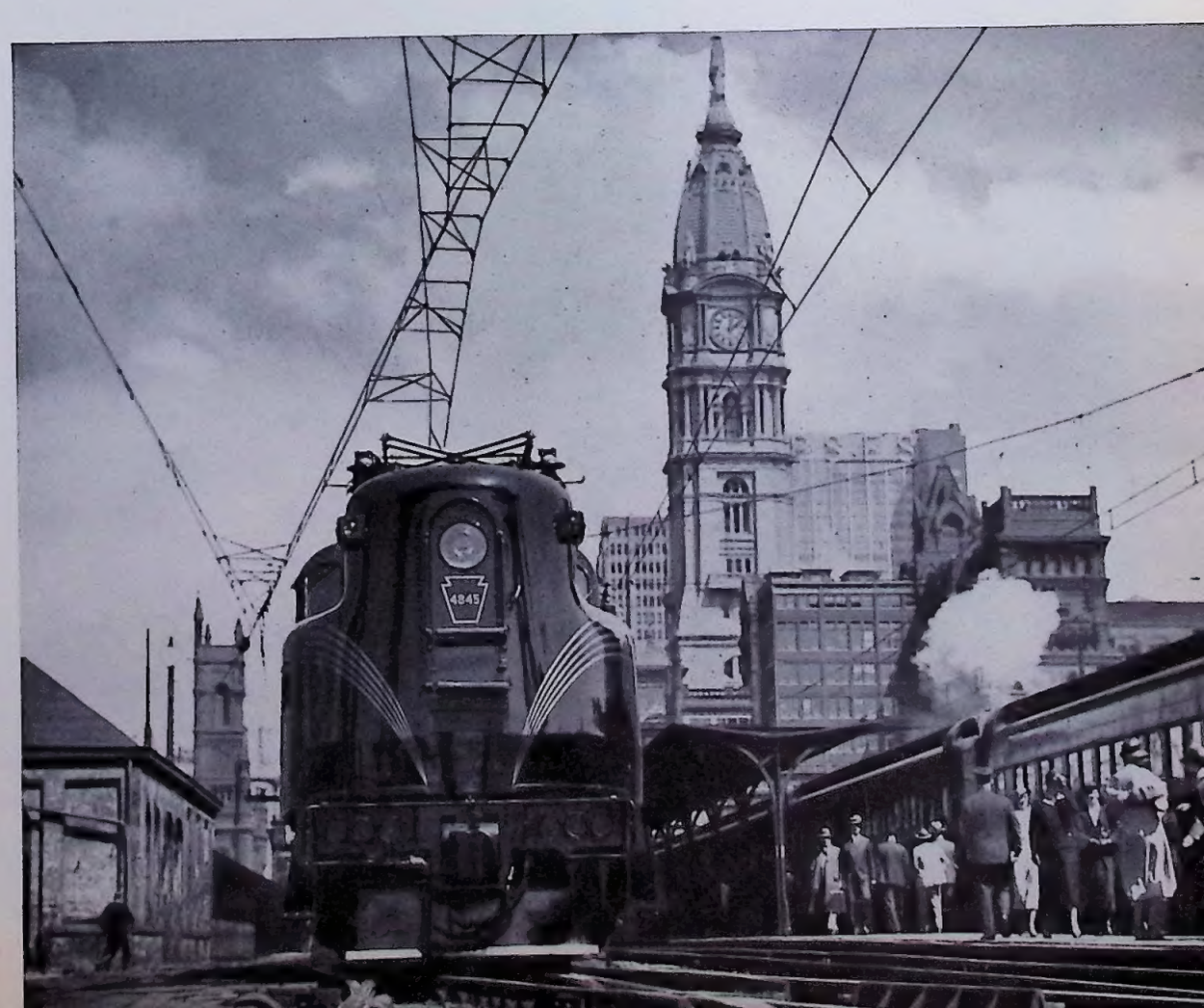


Steam and electricity. The first of the GG-1 electric locomotives (distinguished from later ones by the riveted instead of welded cab) alongside one of the K-4s steam locomotives it displaced on Pennsylvania eastern lines.

For 83 rolling miles between Baltimore and Harrisburg steam power pulls the through Washington trains of the Pennsy. Freight may roll behind electrics down the slightly longer but water level Perryville route, but the Liberty Limited (above, left), the St. Lousian (above, right) the Southerner (left) and the rest of the "fleet" go through York over the old Northern Central. Because of tough curves and grades the average speed is slower than over the Pittsburgh Division which hurdles the Alleghenies. All by William Moedinger Jr.

The cab of a Pennsy GG-1 electric locomotive is crowded with gauges and controls. To the far left are the air gauges, speedometer, ammeters, and the cab signal which indicates at all times the condition of the track ahead. Directly in front of the engineer are the main control lever corresponding to the steam locomotive throttle and the air brake. Numerous push buttons and small switches control lights and accessories. Courtesy Pennsylvania Railroad.

In the shadow of the Philadelphia city hall (clock tower in background) is old Broad Street Station, one of the four main Pennsylvania stations in Philadelphia. Others are North Philadelphia, Thirtieth Street (a large new through station a mile west of Broad Street), and Broad Street Suburban, a new utilitarian underground terminal just north of old Broad Street. Busy Broad Street is end of run for the every-hour-on-the-hour "clockers" to and from New York and for other trains, except suburban, terminating in Philadelphia. By Robert Dudley Smith, courtesy Mutual Magazine, Pennsylvania Railroad.



The 4800, first of the GG-1 electric locomotives, gets under way out of Washington Union Station with the Patriot, a through train from Washington to Boston via the Hell Gate Bridge route and the New Haven. By H. W. Pontin, Railroad Photographic Club.

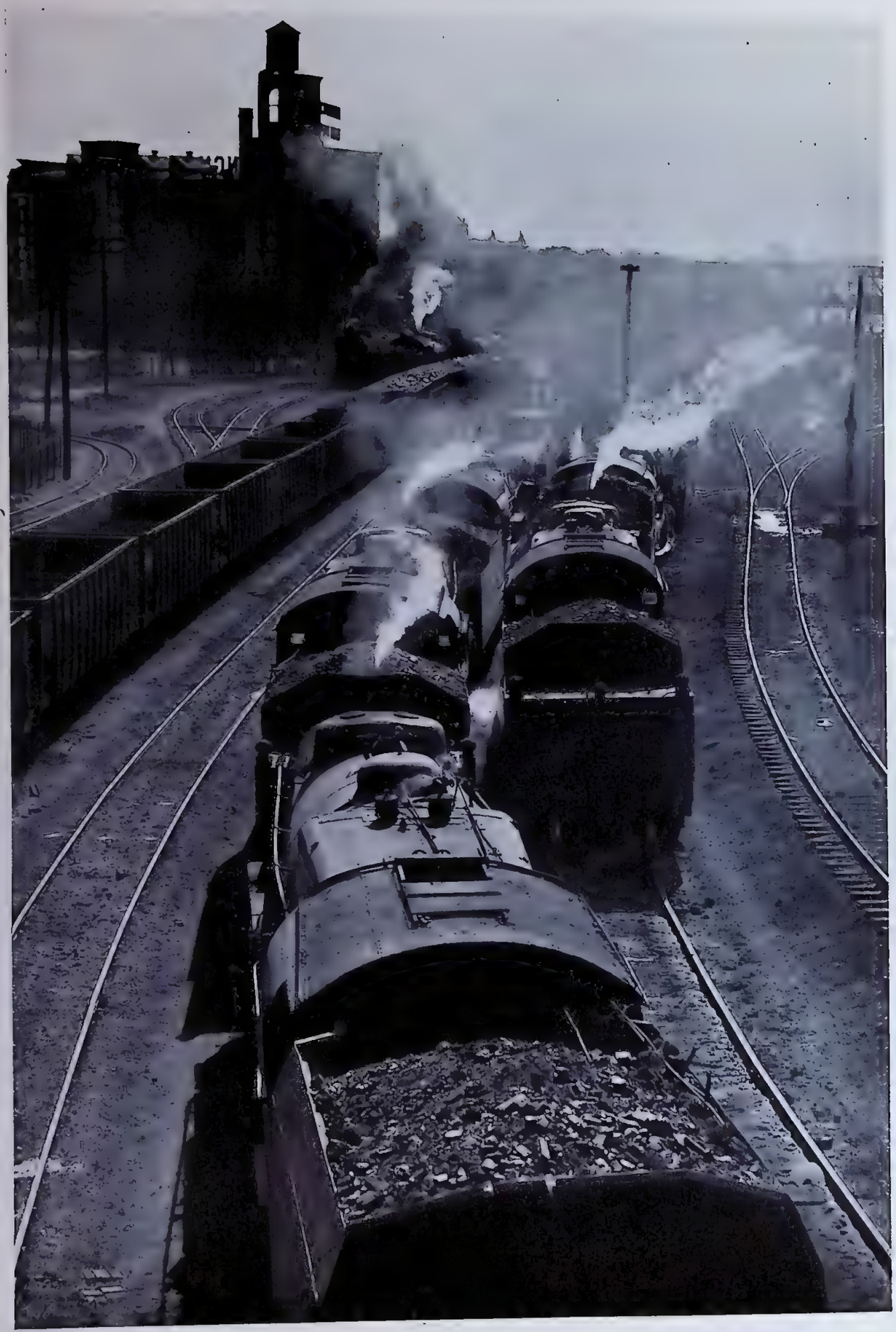
No. 113, Pittsburgh-Chicago express, bends into a curve near Beaver, Pa. By Alexander L. H. Darragh.

All this has vanished from the New York Division. No longer do the classic K-4's roll the Spirit of St. Louis, the Broadway, the Congressional and other flyers down the well-polished steel past Monmouth Junction, where the legend says there is a train every five minutes all 24 hours, and through Rahway where this pre-electrification photo was taken. By Anthony P. Formanek, Railroad Photographic Club.

World's fastest train, now or in 1905. On June 12, 1905, the Pennsylvania Special, predecessor of the Broadway Limited, went three miles in 85 seconds, a mark which has never been officially equaled. Compared with present-day trains it was a lightweight—pulled by a fast-stepping E-2 Atlantic. Here it is near Englewood Station in Chicago. The 18-hour train of 1905 probably hit much higher speeds between New York and Chicago than do the 16-hour trains of today because roadbed and signaling were not so well developed and more slowdowns were necessary, with fast spurts in between to make up. Collection of Henry H. Kirtland.

Next to the Pennsylvania's tracks to South Amboy, some 20 miles northeast of Trenton, is this stretch of rusty rails resting on original stone ties, all that remains of one of America's first railroads. It is part of the old Camden & South Amboy, the first railroad in New Jersey. It was originally built between Bordentown and South Amboy in 1831 and was later extended to Camden. The old line was absorbed by the Pennsy in 1871. Courtesy Pennsylvania Railroad.

Some fifty years ago a capable photographer got this excellent action shot of a Pennsy freight train alongside the Delaware Canal on the onetime Belvidere - Delaware Railroad north of Trenton. This formerly independent railroad is now an important connecting link between the Pennsy main line and the hard-coal roads to the north. It is one of the first main lines in the country to be equipped with carrier-circuit radio-telephone train communication. Courtesy Free Public Library, Trenton, N. J.

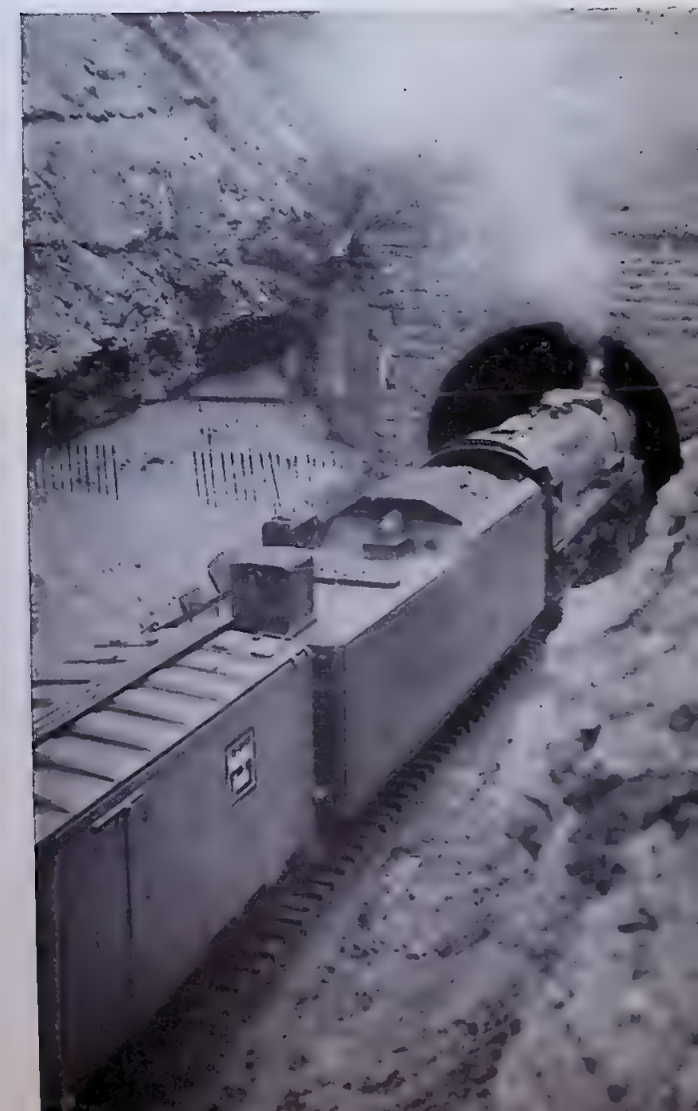


Engine terminal at West Philadelphia. By Harold M. Lambert (copyright).

First of the recent Pennsylvania experimental steam locomotives was the S-1, a giant with six-wheel leading and trailing trucks and eight driving wheels coupled in two sets of four. This is the locomotive which was gaped at by millions at the New York World's Fair, and which later went to work on the Fort Wayne Division. Its difficulties, and any experimental engine has them, pointed the way toward the T-1's, which are proving eminently successful. Left, courtesy Gulf Oil Co.; upper right, R. W. Carlson; lower right, Paul Eilenberger.

A symphony of modern engineering is the Pennsy GG-1 electric locomotive, gliding along at 90 miles an hour, heavy passenger train in tow, under the graceful curves of the catenary. By Herb Weisberger.

Exhaust blasting and sanders fizzing, a Pennsy M-1a Mountain-type locomotive takes a light freight train around Horseshoe Curve on the 92-foot-per-mile grade up the east slope of the Alleghenies. On heavier trains as many as four engines are used, two in front and two as pushers. By H. W. Pontin, Railroad Photographic Club.



Every night in the year, two Pennsylvania freight trains, prosaically known as LCL-1 and LCL-2, transport a million and a half dollars' worth of merchandise between the New York-Philadelphia area and the Pittsburgh area. Above is the westbound train, LCL-1, arriving in Pittsburgh in early morning. Courtesy Pennsylvania Railroad. At right is a similar eastbound train diving into the west portal of the New Portage Tunnel under the summit of the Alleghenies at Gallitzin. By W. J. Pontin, Railroad Photographic Club.

Standard steam passenger locomotive of the Pennsylvania Railroad and one of the outstanding locomotive designs of the country is the K-4s Pacific. Hundreds of locomotives were built to this design beginning in 1914, and so well done were the engineering specifications that, except in electrified territory, these same engines are hauling most Pennsy mainline passenger runs today, and on schedules which include many of the fastest steam railroad timings in the world. Courtesy Pennsylvania Railroad.

The electrified freight line down the lower Susquehanna River is an important low-grade route between Harrisburg and Baltimore. With heavy war traffic many a steam locomotive was at work helping out the electric locomotives, which were purchased in just sufficient numbers to handle the long-term traffic level. By William Moedinger Jr.

Famed Horseshoe Curve is a wide swing of railroad, four tracks wide, by which the Pennsylvania is able to maintain its grade of less than 1.8 per cent while climbing the steep east slope of the Alleghenies. Had a fill or bridge been used to take the railroad directly across the end of the curve, upper right of above photo, the grade would have been far too steep for trains to climb. Top, left, Railroad Photographic Club. Others, Pennsylvania Railroad.

Part of the Pennsylvania's New York - Atlantic City route is along the old Delaware & Raritan Canal just east of Trenton. The train is the Nellie Bly from Atlantic City. On the same route is Burlington, N. J., with its station between the two traveled ways of the street. The train between Ten-Wheeler 5711 is a Trenton - Camden local, but even the crack Atlantic City expresses are required to make the Burlington stop. Both by W. R. Osborne.

Basking in the sun near St. Louis Union Station are three of the Pennsylvania's 424 K-4s's, for many years the standard steam passenger power of the system. By R. J. Foster. A very few of the old standbys have been streamlined. The sleek 3678 is usually used on the Jeffersonian, all-coach streamlined train between St. Louis and New York. By R. J. Foster. All new are the two T-1 4-4-4-4's, an experimental type designed to handle heavy through trains west of Harrisburg with the same ease that the GG-1 electrics handle them east of Harrisburg. This may well become the standard passenger steam locomotive on the Pennsy in the future. Courtesy Pennsylvania Railroad. New freight power for the steam-operated portions of the railroad includes 157 Texas-type 2-10-4 locomotives built under wartime restrictions by using basic design and patterns of the C&O 2-10-4, but looking very Pennsy withall. By R. J. Foster.

On lines west of Pennsylvania the long, heavy trains roll fast over the rolling land behind steam power, K-4s's and M-1a's. Taking coal at Effingham, Ill., on the St. Louis line, is the westbound Spirit of St. Louis pulled by K-4s 5492 with a modernized front end. By R. J. Foster. The freight is an eastbound merchandise on the main line from Chicago across northern Indiana. By George A. Vargo. The photo of the all-coach streamlined Trail Blazer, Chicago-New York economy train, was taken near Gary, Ind., not long after the train had left Chicago. By Bliss B. Straight Jr.

This remarkable night view of Pennsylvania Station, New York, shows the glass roof over the concourse at right and the high portion of the building which is the main waiting room in the center. The tracks run lengthwise of the building well below street level. The interior views show the 103 x 277 ft. main waiting room, one of the largest rooms in the world, and the concourse with its stairs leading to the platforms two levels below. Immediately below is the separate arrival concourse, by means of which incoming passengers can go directly to taxicab and subway exits. All photos courtesy Pennsylvania Railroad.